



To enrich lives through effective and caring service



Santos H. Kreimann
Director

Kerry Silverstrom
Chief Deputy

April 2, 2009

TO: Small Craft Harbor Commission
FROM: Santos H. Kreimann, Director 
SUBJECT: **SMALL CRAFT HARBOR COMMISSION AGENDA FOR
APRIL 8, 2009**

Enclosed is the April 8, 2009 meeting agenda, together with the minutes from your meeting of March 11, 2009. Also enclosed are reports related to Agenda Items 3a, 3b, 4a, 5a, 5b and 6a.

Please feel free to call me at (310) 305-9522 if you have any questions or need additional information in advance of the meeting.

SHK:ks
Enclosures



To enrich lives through effective and caring service



**SMALL CRAFT HARBOR COMMISSION
AGENDA
APRIL 8, 2009
9:30 A.M.**

Santos H. Kreimann
Director

Kerry Silverstrom
Chief Deputy

**BURTON W. CHACE PARK COMMUNITY ROOM
13650 MINDANAO WAY
MARINA DEL REY, CA 90292**

1. Call to Order and Pledge of Allegiance
2. Approval of Minutes: Meeting of March 11, 2009
3. **REGULAR REPORTS**
 - a. Marina Sheriff (DISCUSS REPORTS)
 - Crime Statistics
 - Enforcement of Seaworthy & Liveaboard Sections of the Harbor Ordinance with Liveaboard Permit Percentages
 - b. Marina del Rey and Beach Special Events (DISCUSS REPORT)
4. **OLD BUSINESS**
 - a. Follow-Up re Marina del Rey Slip Sizing Study and Slip Pricing and Vacancy Study (DISCUSS REPORTS)
5. **NEW BUSINESS**
 - a. Election of Commission Officers (ACTION REQUIRED)
 - b. Oxford Retention Basin Flood Protection Multiuse Enhancement Project (PRESENTATION)
6. **STAFF REPORTS** (DISCUSS REPORT)
 - a. Ongoing Activities
 - Board Actions on Items Relating to Marina del Rey
 - Regional Planning Commission's Calendar
 - Dredging Update
 - Venice Pumping Plant Dual Force Main Project Update
 - Redevelopment Project Status Report
 - Unlawful Detainer Actions
 - Design Control Board Minutes

7. **COMMUNICATION FROM THE PUBLIC**

8. **ADJOURNMENT**

PLEASE NOTE

1. The Los Angeles County Board of Supervisors adopted Chapter 2.160 of the Los Angeles Code (Ord. 93-0031 ~ 2 (part), 1993, relating to lobbyists. Any person who seeks support or endorsement from the Small Craft Harbor Commission on any official action must certify that he/she is familiar with the requirements of this ordinance. A copy of the ordinance can be provided prior to the meeting and certification is to be made before or at the meeting.

2. The agenda will be posted on the internet and displayed at the following locations at least 72 Hours preceding the meeting date:

Department of Beaches and Harbors Website Address: <http://marinadelrey.lacounty.gov>

Department of Beaches and Harbors
Administration Building
13837 Fiji Way
Marina del Rey, CA 90292

MdR Visitors & Information Center
4701 Admiralty Way
Marina del Rey, CA 90292

Burton Chace Park Community Room
13650 Mindanao Way
Marina del Rey, CA 90292

Lloyd Taber-Marina del Rey Library
4533 Admiralty Way
Marina del Rey, CA 90292

3. The entire agenda package and any meeting related writings or documents provided to a Majority of the Commissioners (Board members) after distribution of the agenda package, unless exempt from disclosure Pursuant to California Law, are available at the Department of Beaches and Harbors and at <http://marinadelrey.lacounty.gov>

Si necesita asistencia para interpretar esta informacion llame al (310) 305-9586.

ADA ACCOMODATIONS: If you require reasonable accommodations or auxiliary aids and services such as material in alternate format or a sign language interpreter, please contact the ADA (Americans with Disabilities Act) Coordinator at (310) 305-9590 (Voice) or (310) 821-1734 (TDD).

SMALL CRAFT HARBOR COMMISSION MINUTES
MARCH 11, 2009
'SPECIAL EVENING MEETING'

Commissioners: Russ Lesser, Chairman; Vanessa Delgado, MPA, Vice-Chairman; Dennis Alfieri, Commissioner; Albert Landini, Ed.D. (Excused absence); Albert DeBlanc, Jr. Esq. (Excused absence)

Department of Beaches and Harbors: Santos Kreimann, Director; Paul Wong, Asset Management Division Chief; Dusty Crane, Community and Marketing Service Division Chief

County: Thomas Faughnan, Principal Deputy County Counsel; Michael Tripp, Principal Planner Special Projects.

Guest: Ron M. Noble, Noble Consultants; Allan Kotin, Allan D. Kotin and Associates

Call to Order and Pledge of Allegiance: Chairman Lesser called the meeting to order at 6:26 pm, followed by the pledge of allegiance.

Approval of Minutes: Chairman Lesser asked for a motion to approve the February 11, 2009 minutes. Vice-Chairman Delgado moved and Commissioner Alfieri seconded. The motion was unanimously approved.

Item 3 - Regular Reports:

Santos Kreimann suggested the Crime Statistics and Seaworthy Liveboard Reports be received and filed. The Chair agreed.

John Hodenbu commented on the proliferation of illegal liveboards in the Marina.

Santos Kreimann said he will follow-up with the Sheriff's Department and asked the community to contact Beaches and Harbors on any known illegal liveboards.

Dusty Crane reported on the Yvonne B. Burke Park Dedication Ceremony, yacht clubs' opening day ceremonies, Marina del Rey Outdoor Adventures program, Fisherman's Village Weekend Concerts and Beach Events.

Item 5a – Approval of Concession License Agreement – Burton Chase Park:

Paul Wong reported on the Request for Proposals (RFP) for concessionaires to operate at various beaches and in the Burton Chace Park, Marina del Rey. He said only one proposal was received and it was from the current operator, Café Petra. The new license will be effective on June 1, 2009. Minimum rent was set at \$5,600 or 75% of the current rent. The initial proposed rent offered by Café Petra was \$7,100 per year and the concessionaire will be fully responsible for all maintenance and repairs.

Chairman Lesser asked for a motion to approve the award of Chace Park license to Café Petra. Vice-Chairman Delgado moved and Commissioner Alfieri seconded. The motion was unanimously approved.

Item 5b – Approval of Amendment No. 1 to Amended and Restated Lease No. 74729 – Parcel 15U (Esprit II) – Marina del Rey

Santos Kreimann reported that Amendment No. 1 to Amended and Restated Lease No. 74729 called for the Esprit II LLC to demolish all existing improvements (288 apartments and 253 slips) and construct 585 new apartment units, including 47 low-income senior units, and a new 212slip marina, which was to be completed by June 30, 2009. He stated due to the state of the economy it is impractical for the Lessee to arrange for financing and commence construction at this time. In the new amendment the Lessee has until June 30, 2013, with possible extension under certain qualifying circumstances, to complete construction. Lessee has agreed

to pay a fee of \$1,000,000 in four equal installments, increase the annual minimum rent from \$415, 272 to \$630,000, and other conditions as outline in the report.

David Barish said the County should take back the lease, requested to review the Financial Analysis for this project and commented that he feels this project is shameful.

Santos Kreimann said there were options available. The County can wait until the lease comes to term and take back the leasehold or to negotiation to extend the option and let the lessee proceed with construction now and the latter is a better option for the County.

Allan Kotin informed the commission that he did not have any documents with him at the time, but was willing to discuss the financial analysis.

Santos Kreimann said the financial analysis can be made public after the Board of Supervisors hears the matter.

Vice-Chairman Delgado asked for clarification if it was correct that there were only two scenarios available to the County.

Thomas Faughnan replied they were corrected and that the sole remedy for the County under the lease is reversion to the original term.

Carla Andrus said the lease should revert back to the original lease. She disagreed with reasons why construction has not started and stated her views on the matter.

Nancy Marino asked why the lease was not being reverted back to its original lease, commented this was negotiated in secret, and said the County should reconsider this and revert back to the original lease.

Chairman Lesser asked that Thomas Faughnan explain how contracts are negotiated and when they become public.

Thomas Faughnan said there is a process for negotiating leases and lease amendments in private in order to preserve the County's negotiation positions. The department and the County's Real Estate Negotiators receive directions from the Board in closed session. When a deal is completed the lease document is brought to the Commission for review and recommendation. It is then placed on the Board of Supervisor's agenda for consideration in open session.

Chairman Lesser asked Allan Kotin to explain the amount of money expected in a course of thirteen years and ask if he thinks the County would get more revenue if they negotiate this amendment verses reverting to the original lease.

Allan Kotin said the County would receive a minimum of three million dollars or possibly five to six million dollars over the next four years from the amendment. That includes the one million dollars payment, elimination of abatement of rent during construction, and an increase in the minimum rent.

John Nahhas said there should be public input, performance evaluations, grades and information on the developer's performance.

William Vreszk said he opposes the extension. He has a concern about the adequacy of the project's environmental impact report.

Thomas Faughnan replied that the amendment relates to economic terms. There are no different environmental impacts compared to when the projects were originally reviewed by Regional Planning.

Vice-Chairman Delgado asked when reviewing the traffic cumulative impacts and conditions does the EIR need to be updated.

Thomas Faughnan said if the developer was seeking a re-approval or approval of new entitlements then that may be the case. But we are not approving entitlements which they already have. We are just looking at economic changes in the business deal.

Helen Garrett said she does not care if it's built, but if it is does then the developer has to comply with the mellow act and provide 15% affordable housing.

Thomas Faughnan said the County's new Affordable Housing Policy is only applicable to projects that receive their entitlements after the effective date of the policy.

Commissioner Alfieri asked if there was an affordability element in the previous project Esprit I.

Thomas Faughnan stated yes each project has an affordable housing component.

Dorothy Franklin was concerned about this being extended over a period of time, quite glad to have an economist at the meeting, and asked where the money is going. She wants a master plan for Marina to show the projections, height, and density.

Chairman Lesser stated it would go to the County general fund. He also said the master plan has been discussed and the marina needs a lot of redevelopment, which is included on the master plan agenda.

Santos Kreimann said the marina does have a master plan called the Local Coastal Plan (LCP), which was prepared in 1996. It identifies entitlements to develop certain parcels in Marina del Rey and in relative terms to the general plan it is an updated document. He said Phase II part of the development plan was moving through the process, but the terms of the development and entitlement rights in Marina del Rey are no where near what we are entitled to. He stated the documents are on the website, at the meeting and that Regional Planning updates the community on development. He said due to the financial crisis it may take a little longer, but it's not in the best interest of the county to stop all development. The biggest concern is that they will miss the next business cycle, have no entitlements and won't be able to take advantage of that. Lastly, he said Marina del Rey is a 40-50 year old asset which needs to be revitalized and move forward.

Vice-Chairman Delgado asked if labor was the highest cost for this project, what the proposed scheduled will be until 2013, is the developer waiting for financing to submit plans, and the reason for not supporting reverting back to the original lease terms.

Santos Kreimann said the general idea is for a completion date of 2013 once the developer has secured the financing, which can be tolled if financing is not available. Meanwhile, the lessee does have to continue pursuing building permits. Lastly, he said he believed the asset has to be redeveloped, the marina and anchorage are in poor shapes, and an amendment is in the best interest of the county.

Commissioner Alfieri asked if the quarter of a million dollars can only be received once approval is made by the Board of Supervisors. He stated that money should be used for the marina instead of going to the general fund.

Santos Kreimann confirmed the funds will only be received after the board makes the approval. He said Supervisor Knabe was successful in proposing that revenues from Parcel 47 be retained for redevelopment of that particular anchorage and in today's budgetary realities thinks it is difficult to earmark these revenues for marina related issues. The funds have always gone to the general funds and the Board of Supervisors will decide during the budget process where that money is best spent.

Chairman Lesser asked for a motion to approve the Amendment. Vice-Chairman Delgado moved to approve and Commissioner Alfieri seconded. The motion was unanimously approved.

Item 5c – Marina del Rey Slip Sizing Study and Slip Vacancy & Pricing Study

A power point presentation on Slip Sizing Study was made by Ron M. Noble of Noble Consultants, Inc. followed by a presentation of Slip Vacancy and Pricing Study by Allan Kotin of Allan D. Kotin and Associates (handouts of both presentations were distributed at the meeting).

Santos Kreimann reported on what the study consisted of and how the findings would be used to review plans to renovate and replace the aging anchorages in Marina del Rey. Ron Noble would cover the engineering aspects, trend analysis and projections. Allan Kotin would be responsible for the slip pricing and vacancy study.

Glen Thorpe thanked the Commission for having independent consultants conduct the studies.

Jeff Barnett said he recently purchased a larger boat and it was extremely difficult to find a slip. He said larger boats should have equal space and rights and not be overlooked during dock upgrades.

Mark Hunziker commends the study, mentioned the economic meltdown, and could not believe the County is not addressing the shakedown. He said he has been affected and the community is in trouble as all incomes are tied together. He said the County has to get real with the statistics.

Louis Scaduto said the pricing projections for 2009 are exceedingly optimistic. He asked what prices boaters are actually paying and stated that small boaters are alive and well.

Nancy Marino wanted to know will the studies be available online. She said all of this data is tremendously skewed by omission of Esprit I from the data sets; there is nothing in the slip recommendation about the pitch fork or double wide slips and that the market is in demand for all sizes of slips.

Santos Kreimann said the power points will be available on line.

Greg Schem commented that this is a good direction for the marina for years to come; good to have facts and figures. He said in the Noble study the double slips may be overstated; suggested consider including a bullet point to require substantial compliance with DBAW, not strict adherence. He and asked Allan Kotin if the time used in the study (July of each year) not overstate the small boat occupancies because winter time has more vacancies, as most are removed from usage and off the water.

Allan Kotin replied the report did understate the vacancies. Had he done what Greg Schem suggested the vacancies would have been even greater, however, he did not have good enough data for off season vacancies.

Donald Klein commented on statements made by Chairman Lesser that the County should not subsidize the boaters. He commented on the statement made by Allan Kotin and said that the age of the marina beyond its useful life and has not seen any published or statistical data. The deferred maintenance was supposed to be paid by Goldrich & Kest to replace all of their docks and asked are the rates of the slips dependant upon what the Lessees need to charge to upgrade their docks. Lastly, he said he had a boat slip in the San Francisco and San Diego area he was paying \$270 for a 40' foot slip and its \$560 here and those rates should be included.

Chairman Lesser said he does not agree that residents of the Los Angeles County should subsidize boat owners. He said they should pay a reasonable rate and feels they should be paying more because of the size, location and amenities of the area.

Wayne Miller said he has a 25' and a 40' boats and that he had problems getting a forty-five foot slip. He had no problem finding small slips. He submitted for the record studies with data from Beaches and Harbors, dockmasters and various workshops, and said more large slips are needed.

Brian Eklund said Almar Marina increased his rent by fourteen percent to \$475. He commented that many small boats would not be able to use dry stack storage because of their weights or keels..

John Hockenbu commented that the presentation was great, but more research is needed. He suggested to contact boat brokers and manufactures for sizing trends.

Raymond Fisher has a large boat and has been promised that the slips will be replaced and nothing has been done for a long time. He said the survey was great, but thinks there may be some distortion in the data.

Santos Kreimann said the department is trying to complete and negotiate a plan with the developer. There is urgency on the department to start replacing these docks and that is why this study is being done.

Randy Short said prior to 1960 there were seven thousand boat slips between Santa Barbara and San Diego and in 1970 there was thirty thousand additional boat slips. He said his company has built and rebuilt marinas for more than 35 years in Mexico, California and Hawaii and they are very close to Ron Nobles numbers. Lastly, he said larger slips are needed.

Roger Howard said he has a forty foot boat and for over seven years it has been impossible for him to find a boat slip. He said larger slips are needed in the marina, trends are to have larger boats, but both small and large boats should have access.

Jon Nahhas said the slip mix study should have been submitted before the meeting for review. That watching a thirty minute presentation, discussing pricing study and vacancy rates is too much for one meeting and being allowed only three minutes to make a comment is not enough.

Andy Bessette said slip rent increases will make Marina del Rey equal with other harbors; commented on the statement made by the Chair about the Brazilians loving their dry stack storage; said that Ron Noble would include anything in the study the department wants for seventy to eighty thousand dollars. Lastly, he said the County has betrayed the public's trust and told lies.

Santos Kreimann explained that the department only provided the consultants with information about the marina. He said they are professionals. They will analyze the information, do an independent assessment and he has confidence in their work products.

Ron Noble commented that only six hundred boat slips that are 35 feet and less are being removed. The dry stack storage being proposed is one of the most modern facilities out there with an overhead crane and can handle boats up to forty feet. Beaches and Harbors never gave him instructions. He received data from Beaches and Harbors, and use researches conducted from own company and other sources. When all is done, there is still going to be more smaller slips than larger slips.

Santos Kreimann stated that once Ron Noble and Allan Kotin complete the report in approximately two weeks the draft reports will be posted on the department's website and be submitted to the Commission next month for final public comments.

Vice-Chairman Delgado asked if there are other ways comments can be received besides posting on the website.

Santos Kreimann said he may use the Argonaut, local paper and send an email blast of the meeting being held next month.

Chairman Lesser said more larger slips are needed, but there should always be space for small boaters both in land and water.

Item 6 - Staff Reports:

Santos suggested that the Staff Report be received and filed.

Nancy Marino said the draft EIR was supposed to be re-circulated for Neptune Marina and the Woodfin project. She asked if a 30 day notice was going to be provided to the public.

Michael Tripp said he is currently reviewing the EIR. It will be submitted to County Departments for review for changes and once approved it will be released to the public.

Nancy Marino stated she was unsure what re-circulated meant and asked if it meant to be open for public comments again.

Michael Tripp confirmed.

Thomas Faughnan said it hasn't been certified and Michael Tripp was just going through the draft.

Michael Tripp said that was correct. The public had an initial chance to review the draft EIR 45 days before the public hearing, but the document was never certified.

Nancy Marino said she has been asking for a redevelopment project status report for years. She also made comments pertaining to the LCP Amendment.

Chairman Lesser asked for a motion to receive and file the Ongoing Staff Report. Vice-Chairman Delgado moved and Commissioner Alfieri seconded. The motion was unanimously approved.

Item 7 – Communication from the Public:

Nancy Marino commented on the master plan and working groups. She said the Coastal Commission recommended a comprehensive amendment, this is bad planning and a comprehensive master plan is needed.

Santos said there is a comprehensive master plan called the LCP. The process allows for amendments to the document as things change, which the public can participate in. He stated that every project requires an environmental review and the County has the right to submit amendment proposals to the Coastal Commission.

Wayne Miller confirmed that Santos Kreimann met with the public and went over the plans. He said that some people have been intimidated by certain elements of the workgroups and videos of the meeting are posted on the internet.

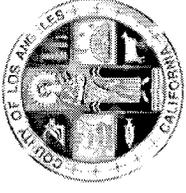
Adjournment – Chairman Lesser adjourned the meeting at 9:30 p.m.

Respectfully Submitted

By: Donna Samuels, Commission Secretary

*Copy of meeting can be purchased immediately after all meetings with Commission Secretary.

**LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
MARINA DEL REY STATION
PART I CRIMES- MARCH 2009**



	West Marina 2760	East Marina 2761	Lost R.D. 2762	Marina Water 2763	Upper Ladera 2764	County Area 2765	Lower Ladera 2766	Windsor Hills 2767	View Park 2768	TOTALS
Homicide										0
Rape								1		1
Robbery: Weapon							1	1		2
Robbery: Strong-Arm							1	1	1	3
Aggravated Assault					1		2	1		4
Burglary: Residence	1						2	3	2	8
Burglary: Other Structure	6	1		1		1	2	1	2	14
Grand Theft	8	3			2		2	1	2	18
Grand Theft Auto	6	1			1		1			9
Arson										0
Boat Theft										0
Vehicle Burglary	6					1	2		1	
Boat Burglary										0
Petty Theft	1	1				1	1	1	2	7
REPORTING DISTRICTS TOTALS	28	6	0	1	4	3	14	10	10	76

Note- The above numbers may change due to late reports and adjustments to previously reported crimes.

Source- LARCIS, Date Prepared **APRIL 1, 2009**
CRIME INFORMATION REPORT - OPTION B

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

MARINA DEL REY STATION

PART I CRIMES- MARCH 2009



Part I Crimes	MARINA AREA (RD'S 2760- 2763)	EAST END (RD'S 2764- 2768)
Homicide	0	0
Rape	0	1
Robbery: Weapon	0	2
Robbery: Strong-Arm	0	3
Aggravated Assault	0	4
Burglary: Residence	1	7
Burglary: Other Structure	8	6
Grand Theft	11	7
Grand Theft Auto	7	2
Arson	0	0
Boat Theft	0	0
Vehicle Burglary	6	4
Boat Burglary	0	0
Petty Theft	2	5
Total	35	41

Note- The above numbers may change due to late reports and adjustments to previously reported crimes.

Source- LARCIS, **Date Prepared** –APRIL 1, 2009
CRIME INFORMATION REPORT - OPTION B



MARINA DEL REY HARBOR LIVEBOARD COMPLIANCE REPORT 2009



<i>Liveboard Permits Issued</i>		
	February	March
New permits Issued:	3	10
Renewal Issued:	7	6
Total:	10	16
Notices to Comply Issued:	26	0

Totals:	February	March
Liveboard:	362	353
Current Permits:	288	296
Expired Permits:	24	20
No Permits:	50	37

Total reported vessels in Marina del Rey Harbor: 4690
Percentage of vessels that are registered liveboards 7.53%



To enrich lives through effective and caring service

April 2, 2009



Santos H. Kreimann
Director

TO: Small Craft Harbor Commission

FROM: Santos H. Kreimann, Director

Kerry Silverstrom
Chief Deputy

SUBJECT: **AGENDA ITEM 3b - MARINA DEL REY and BEACH SPECIAL EVENTS**

MARINA DEL REY EVENTS

MARINA DEL REY OUTDOOR ADVENTURES 2009

Sponsored by the Los Angeles County Department of Beaches and Harbors
Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey ♦ CA ♦ 90292

Bird Watching Experience Program

Thursdays, April 30 and June 25 at 9:00 am
&
Thursday, May 28 at 4:00 pm

County-sponsored bird watching walk for adults is a free two-hour walk, which will take place at various sites in the Ballona Wetlands. Meet at the Burton Chace Park Community Room. Participation, parking and transportation to the tour site are free. Pre-registration is a must! To register, please call (310) 628-2135.

Marina del Rey Anglers Annual Halibut Derby

Marina del Rey
Saturday, April 4 – Sunday, April 5, 2009

The 35th Annual Halibut Derby will be held at Burton Chace Park. Prizes for the largest halibut include a Toyota Tundra Truck and vacation trips. The entry fee includes the awards ceremony and dinner, plus raffle tickets for door prizes. The Derby provides funds for fishing trips for over 1,000 inner city children.

Fishing starts at sunrise. For more information: Call (310) 827-4855 or visit MarinadelReyHalibutDerby.com.

Sunset Series Sailboat Races

Marina del Rey
Wednesdays, April 15 – September 2, 2009
5:30 pm – 8:00 pm

Spectators can enjoy these races from the comfort of one of the water-view restaurants on Wednesday evenings between 5:30 pm (sailboats leaving the harbor) and 8:00 pm (race finishes at California Yacht Club).

FISHERMAN'S VILLAGE WEEKEND CONCERTS

Sponsored by Pacific Ocean Management, LLC
All concerts are from 2:00 pm – 5:00 pm

Saturday, April 4

Michael Haggins Group, playing Smooth Jazz
with a Kick

Sunday, April 5

Sullivan Hall Band, playing Soul Review

Saturday, April 11

"Friends", playing Rhythm & Blues

Sunday, April 12

2 AZZ 1 Body & Soul Band, playing Smooth Jazz

Saturday, April 18

Moondance, Big Band Swing

Sunday, April 19

CJS Quintet, Classic Jazz, Bebop,
Swing & Latin

Saturday, April 25

LA Bluescasters, playing Traditional Blues,
Rock & Jazz

Sunday, April 26

Jimbo Ross & The Bodacious Blues Band, playing Jazz & Blues on Viola

For more information: Call Pacific Ocean Management at (310) 822-6866

BEACH EVENTS

Surfers Walk of Fame Induction Ceremony

City of Hermosa Beach
Hermosa Beach Pier
Saturday, April 4, 2009
11:00 am

Come recognize the men and women who have made a difference and contributed to the sport of surfing in Hermosa Beach.

For more information: Call Community Resources Department at (310) 318-0280

Heal the Bay's Earth Day Beach Cleanup

City of Santa Monica
1600 Ocean Front Walk – Lifeguard Tower 1550
Saturday, April 18, 2009
10:00 am – 12:00 pm

Join the cleaning fun to help keep our oceans clean and safe of harmful trash.

For more information: Call (800) Heal-Bay

Richstone Pier to Pier Walk

City of Manhattan Beach to City of Hermosa Beach
Saturday, April 25, 2009
7:30 am – 9:30 am

The Pier-to-Pier Walkathon is a great way to spend your Saturday morning while raising money for the prevention and treatment of child abuse. Walk begins at Manhattan Beach Pier to the Hermosa Beach Pier and ends back at the Manhattan Beach Pier for a distance of 3.4 miles.

For more information: Call (310) 970-1921 or visit www.richstone.com

SHK:DC:ks



To enrich lives through effective and caring service



Santos H. Kreimann
Director

Kerry Silverstrom
Chief Deputy

April 2, 2009

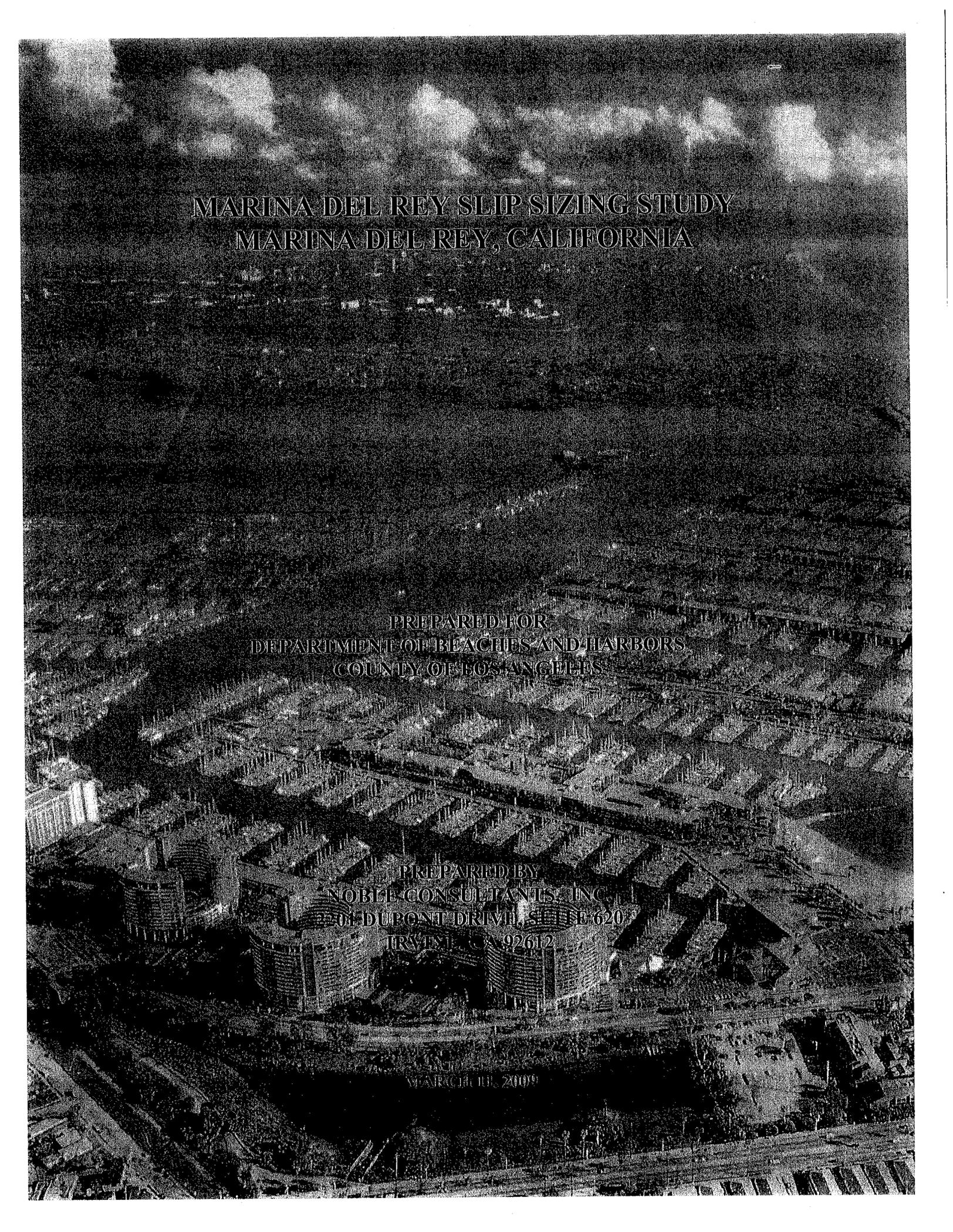
TO: Small Craft Harbor Commission

FROM: *Kerry Silverstrom for*
Santos H. Kreimann, Director

SUBJECT: ITEM 4a – Follow-Up re Marina del Rey Slip Sizing Study and Slip Pricing and Vacancy Study

Item 4a on your agenda is follow-up regarding the Slip Sizing and Slip Pricing and Vacancy Studies prepared by Ron M. Noble of Noble Consultants, Inc. and Allan D. Kotin of Allan D. Kotin & Associates, respectively. At your last meeting held on March 11, 2009, the only written material provided to your Commission and the public were handouts of the consultants' PowerPoint presentations, because the studies were still undergoing internal review. Subsequent to your meeting, the studies, themselves, were posted on the Department's website, with an e-mail to interested parties about the availability of the studies online. Both studies are attached for your review and for public discussion at your meeting.

SHK:ks
Attachments (2)



MARINA DEL REY SLIP SIZING STUDY
MARINA DEL REY, CALIFORNIA

PREPARED FOR
DEPARTMENT OF BEACHES AND HARBORS
COUNTY OF LOS ANGELES

PREPARED BY
NOBLE CONSULTANTS, INC.
2201 DUPONT DRIVE, SUITE 620
IRVINE, CA 92612

MARCH 11, 2009



March 11, 2009

Mr. Santos H. Kreimann
Director
County of Los Angeles
Department of Beaches and Harbors
13837 Fiji Way
Marina del Rey, CA. 90292

Re: **Final Draft Report**
Marina del Rey Slip Sizing Study
Marina del Rey, California
For the Department of Beaches and Harbors

Dear Santos:

Noble Consultants, Inc. (NCI) is pleased to submit one bound hard copy and one electronic copy of our Final Draft Report for the above referenced project.

We appreciate the opportunity to have performed this study and prepared this report for the Department of Beaches and Harbors.

Sincerely,

NOBLE CONSULTANTS, INC.

A handwritten signature in black ink, appearing to read "Ronald M. Noble".

Ronald M. Noble, P.E.
President

A handwritten signature in black ink, appearing to read "Wenkai Qin".

Wenkai Qin, Ph.D., P.E.
Senior Engineer

RMN/ njm

NOVATO 359 BEL MARIN KEYS BLVD., SUITE 9, NOVATO, CA 94949-5637 (415) 884-0727 FAX (415) 884-0735
 IRVINE 2201 DUPONT DR., SUITE 620, IRVINE, CA 92612-7509 (949) 752-1530 FAX (949) 752-8381
 SAN DIEGO P.O. BOX 231531, ENCINITAS, CA 92023-1531 (760) 715-8537

<http://www.nobleconsultants.com>

FINAL DRAFT REPORT
MARINA DEL REY SLIP SIZING STUDY
MARINA DEL REY, CALIFORNIA

PREPARED FOR
DEPARTMENT OF BEACHES AND HARBORS
COUNTY OF LOS ANGELES

PREPARED BY:
NOBLE CONSULTANTS, INC.
2201 DUPONT DRIVE, SUITE 620
IRVINE, CA. 92612

MARCH 11, 2009

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I EXECUTIVE SUMMARY

This study reviews the boat berth slip distributions for 21 individual marinas within Marina del Rey that were originally constructed between 1964 and 1972. In addition to these marinas there are additional boat berths within Marina del Rey for commercial use (i.e. Parcels 1, 55, 56 and 61) and for temporary, transient, boating lessons/training, and government use (i.e. Parcels EE, 48, 62 and 77) that are not included within this study. Since the 21 marinas were originally constructed forty or so years ago some of these marinas have either already been replaced or in addition have been reconfigured and replaced. Numerous other marinas are now in the process of receiving approvals to be reconfigured and replaced.

The purpose of this study was to evaluate boat berth slip distribution criteria for the marinas undergoing reconfiguration and replacement in order to balance the recreational boating needs and demands for all of Marina del Rey, and in order to adequately support the Marina del Rey boating activities for the next 40 years. This study therefore reviews the changes in boat berth distributions for the Marina del Rey individual marinas; compares these distributions to other California marinas; discusses the already reconfigured marinas and the proposed marina reconfigurations within Marina del Rey; reviews the Marina del Rey slip demand, California Department of Boating and Waterways (DBAW) marina design guideline, and the change in vessel beam widths versus vessel length since the 1960s; and provides recommendations for the continued reconfiguration of Marina del Rey marinas.

The main findings of this study include the following:

- Most of the 21 marinas constructed from 1962 to 1972 within Marina del Rey did not meet the DBAW slip clear width criteria.
- Both the power boat's and sail boat's beam width versus their length have increased since the 1960's.
- Marina del Rey's highest slip vacancy rate is for slips sizes of 35 feet in length and less.
- More boats in the 30-foot length and less category are moving to dry boat storage.
- The existing Marina del Rey boat berth slip distribution and average slip length for the 21 marinas is less than a majority of the other California marinas.
- Even when including the current proposed marina reconfigurations the resulting boat berth slip distribution and average slip length for the 21 marinas is less than a majority of the other California marinas.
- In order to upgrade the slip sizes and meet the current DBAW criteria there will be some reduction in the total number of slips.

- The total number of wet berths (slips) and dry storage (stacked, un-stacked & mast-up) can be maintained at an adequate level within all of Marina del Rey for the coming years with proper planning and management.

Based on the above findings and the detailed backup presented within this study the following is recommended:

- The following two different boat berth slip length distributions are recommended; the first distribution is for all marinas combined in Marina del Rey and the second distribution is for the maximum case for an individual reconfigured marina where additional boat berth slips of 30 feet or less in length are not justified, therefore resulting in a higher percentage of slips in the 31 feet to 50 feet length.

Recommended MDR Boat Slip Size Distributions

Berth Length (feet)	Combined Percentage for all MDR Marinas	Maximum Case Percentage for Individual Marina
≤ 30'	30%	0%
31' – 35'	20%	30%
36' – 40'	19%	25%
41' – 45'	10%	20%
46' – 50'	10%	14%
> 50'	11%	11%
Total	100%	100%

- The average Marina del Rey slip length for all marinas combined and for the maximum case individual reconfigured marina should not exceed 40 feet and 44 feet, respectively unless there is justification.
- The above slip length distributions and average slip lengths should not be considered absolute since there may be some marinas that have sufficient reason to exceed these recommendations.
- A minimum slip length of 30 feet is recommended for reconfigured marinas.
- The available open water area for additional wet slips should be utilized where appropriate, such as the funnel concept that still maintains adequate boat navigation, and the available landside area for dry storage should be utilized to insure a sufficient total number of boat berthing and storage.

- Reconfigured marina dock layouts and dimensions should meet the minimum requirements for both the DBAW marina berthing guidelines and the County's Marina del Rey's design criteria.
- The minimum slip clear widths for reconfigured marinas should be based on 50 percent for power boats and 50 percent for sail boats unless there is sufficient justification to do otherwise. Reconfigured marinas should be based on single boat berthing without utilizing double boat berthing unless there is sufficient justification.
- Reconfigured marinas should provide accessible boating facilities in accordance with the current DBAW marina berthing guidelines and the County guidelines, whichever is more stringent.
- The use of dry boat storage should be maximized throughout Marina del Rey.

II INTRODUCTION

Marina del Rey was formally dedicated in 1965. The harbor complex encompasses over 800 acres of upland development and over water facilities that serve a variety of landside and water related uses including providing berthing for over 5,000 boats. Over the past 40 years the harbor has evolved into an indispensable social, environmental and economic asset for Los Angeles County, and has become a role model for other urban marinas throughout the world. As the Marina heads into the next century, the County wishes to review and implement how the existing facilities, accommodations, and access can be improved and enhanced. Recently the Department held a “brain storming” meeting with key members of the Marina del Rey waterfront community to begin the planning process to arrive at how best to improve facilities, recreational opportunities, and water accessibility for all users and interests. The Department’s goals and objectives are to formulate a new marina master plan that optimally balances public and private interests, economic benefits, and recreational needs.

The purpose of this assignment was to perform a study and prepare a report of the current existing percentage of boat berth slip lengths which includes the average slip length, and the slip clear width dimensions, and forecasts the required increase in these dimensions for the marina boat docks being replaced in order to meet the current and future boating size demands to support boating activities for the next 40 years within Marina del Rey.

III DATA UTILIZED

The data utilized throughout this study came from numerous sources as summarized below:

- a. Marina del Rey initial marina slip counts—from Williams-Kuebelbeck and Associates, Inc. (W&K 1975)
- b. Marina del Rey marina slip counts for 1999, 2008, and proposed from County of Los Angeles, Department of Beaches and Harbors (DBH) files and marina plans.
- c. Marina del Rey marina slip length distributions for 1999, 2008 and proposed from DBH and Noble Consultants, Inc. (NCI) files
- d. Other California and Honolulu marina slip counts and slip length distributions from DBH and NCI files, from W&K 2001 and 2004, and from other sources.
- e. Marina del Rey marina slip widths versus slip lengths from Marina del Rey marina Dock Masters and from DBH and NCI files
- f. Marina del Rey marina slip vacancies from DBH files
- g. California Department of Boating and Waterways (DBAW) Marina Design Guidelines, Vessel Registrations, Boat Industry Vessel Length versus Beam, Boat Sales, etc. from publications within NCI files and from internet searches.

IV CHANGES IN BOAT BERTH DISTRIBUTIONS FOR MARINA DEL REY MARINAS

From 1964 through 1972 approximately 21 recreational boating marinas were constructed within Marina del Rey during its initial development. The parcel number and marina name including year built and initial number of slips is shown in Table 1. The location of these parcel numbers within Marina del Rey is shown in Figure 1. During the ensuing years there have been some modifications of boundaries in a few of the parcels resulting in changes of the total number of slips (Parcels 44, 45 and 47) along with some changes in the lessee of the parcels. In addition, there have been some minor changes in total number of slips due to some slip reconfigurations during routine maintenance repairs, and some significant changes in total number of slips due to slip additions to both the Del Rey Yacht Club (Parcel 30) and the California Yacht Club (Parcel 132), and to more recent marina slip reconfigurations (Parcels 12, 13, 111 and 112) during dock replacement of aging facilities.

The above-referenced changes are reflected in the total number of slips shown for each Parcel from initial construction through years 1999 and 2008 in Table 1. The year 1999 is the first year that the Department of Beaches and Harbors initiated the counting and tracking of all marina slips minus the end tie and inside tie slips. However, the marina slip numbers and overall Marina del Rey slip number shown for initial construction is typically inflated since both end ties and inside ties were usually included within the slip count which has not been done for the 1999, 2008 and proposed slip totals. For instance after 56 slips were added to the Del Rey Yacht Club in 1982 the 1999 slip count became 287 implying that the initial constructed count should have been 231 slips not the shown 281 slips. Also, after 75 slips were added to the California Yacht Club in 1985 the 1999 slip count became 253 slips implying that the initial constructed count should have been 178 not the shown 245 slips. It is therefore estimated that the initial total slip number of 5,794 shown in Table 1 should be reduced by approximately ten percent to 5,215 in order to remove the counted end tie and inside tie slips when comparing to the total number of slips shown in Table 1 for 1999, 2008 and proposed.

The last column in Table 1 includes changes in the total number of slips for proposed marina replacements/reconfigurations for projects that have been approved (Parcel 15), and for projects that are currently in the approval process (Parcels 8, 10, 21, 42/43, 44, 45/47, and 125).

Table 2 presents the average slip length for each of the Marina del Rey marinas showing changes from 1999 to 2008, and to the currently proposed new marinas. This table shows that the average slip length for all of the marinas shown within the table increases from 32.5 feet to 33.9 feet from 1999 to 2008 and to 36.4 feet when including the new proposed marina reconfigurations, while the total number of slips decreased from 5,223 in 1999 to 4,731 in 2008 and to 4,255 when including the new proposed marina reconfigurations. The main reason for this decrease in total number of slips and increase

in the average slip length is the overall reduction of boat berth slip lengths of 35 feet or less and the increase of boat berth slip lengths of 36 feet or more as shown in the Marina del Rey slip length distributions in Table 3 for 1999, 2008 and proposed. This slight shift to larger berth slip lengths is due to the marketplace as will be further discussed in this report.

Table 3 also includes the Marina del Rey dry boat storage for the parcel locations which have a significant number of dry storage. There is also some additional dry boat storage located throughout Marina del Rey such as in Parcels 30 and 132 that are not included within this table. This table shows that there currently exists 817 dry boat storage with an increase to 1088 when including the new proposed projects, which is an increase of 271 dry boat storage. A vast majority of the dry boat storage is for boats of 35 feet or less in length.

If the existing wet boat storage (marina berths) is added to the existing dry boat storage and then compared to the "proposed" wet and dry boat storage, the total boat storage changes from an existing total of 5,548 boats to a proposed total of 5,343 boats as shown in Table 3. This amounts to only a 3.7% reduction. Figure 2 presents the average slip length in bar graph format for 1999, 2008 and proposed for all the marinas shown in Table 2 for easy comparison between the marinas and years.

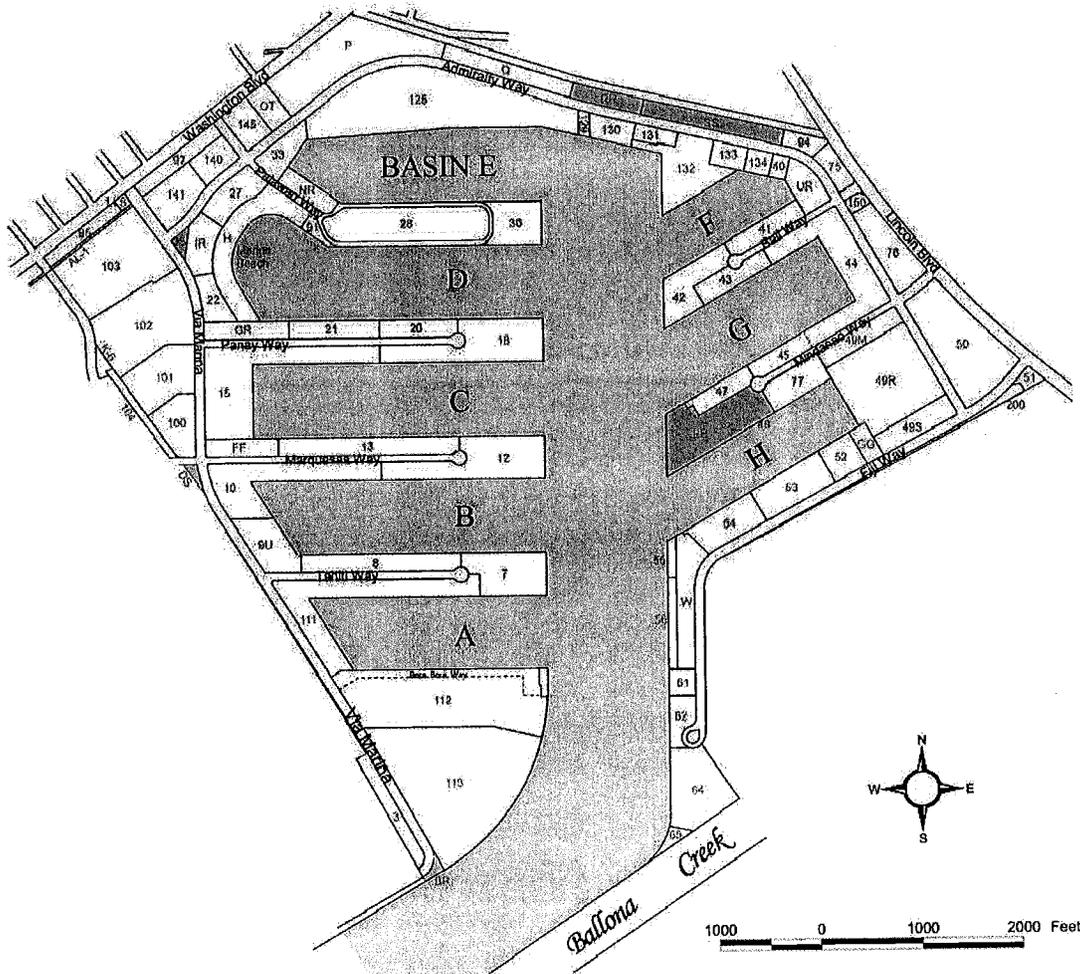
The distribution of the individual slip lengths for all of these marinas within Marina del Rey have been plotted as the cumulative distribution of these individual slip sizes for comparison, and are presented within Appendix A. Figure A-1 presents the marina distributions for the year 1999 for all the marinas in which the distribution is smaller (larger amount of shorter length slips) than the distribution for all Marina del Rey marinas when combined. Figure A-2 presents the cumulative distribution for 1999 for all the marinas in which the distribution is larger (larger amount of longer length slips) than the distribution for all Marina del Rey marinas when combined. Figure A-3 and Figure A-4 present these distributions for the year 2008, while Figure A-5 and Figure A-6 present these distributions when including the new proposed marinas.

Table 4 presents a summary of these slip length distributions for the slip length in which 50 percent of the slips do not exceed this slip length and for the slip length in which 80 percent of the slips do not exceed this slip length for comparison of each marina. Figure A-7 in Appendix A presents the slip size distribution for the combined Marina del Rey marinas in bar graph format for 1999, 2008 and proposed.

Table 1. Marina Del Rey Waterfront Slip Count

Parcel No	Marina Name	Year Built	Reconfiguration &/or Replacement	Total Number of Slips		
				Initial ⁵	1999	2008
7	Tahiti Marina	1964	No	232	214	214
8	The Bay Club Apts & Marina	1966	Proposed	251	231	207
10	Neptune Marina	1964	Proposed	203	184	161
12	Deauville Marina	1966	Completed 2008	465	430	216
13	Villa del Mar Marina	1964	Completed 1989	297	186	186
15	Bar Harbor Marina	1968	Proposed	253	215	225
18	Dolphin Marina	1968	Completed 1999	462	424	424
20	Panay Way Marina	1964	Completed 2006	157	145	149
21	Holiday Harbor Marina	1968	Proposed	218	183	92
28	Mariners Bay	1966	No	407	369	369
30	Del Rey Yacht Club	1964	Completed 1982 ³	281	287	287
41	Catalina Yacht Anchorage	1964	No	160	148	148
42/43	Marina del Rey Hotel	1964	Proposed	399	349	277
44 ¹	Pier 44	1966	Proposed	472	232	143
45/47 ²	Burton Chace Park	1972	Proposed	201	332	188
53	The Boatyard	1964	No	113	103	103
54	Windward Yacht Center	1966	Completed 1997	0 ⁶	53	53
111	Marina Harbor Apts. & Anchorage	1964	Completed 2006	271	248	112
112	Marina Harbor Apts. & Anchorage	1970	Completed 2004	369	315	175
125	Marina City Club	1969	Proposed	338	316	273
132	California Yacht Club	1966	Completed 1985 ⁴	245	253	253
MDR Overall				5,794⁵	5,223	4,731

Note: 1 The new Parcel 44 is only a portion of the original Parcel 44. The initial slip count was for the original Parcel 44.
 2 The new Parcel 45 is a portion of the original Parcel 44. The initial slip count was only for the original Baja Parcel 47.
 3 56 additional slips were constructed in 1982.
 4 75 additional slips were constructed in 1985.
 5 The method of slip counting was different from the slip counting conducted in 1999 and thereafter. The difference between the initial slip count and the 1999 slip count does not reflect the real change in slip numbers since the initial slip count also counted end ties and inside ties as slips which were not included in the 1999, 2008 and proposed slip counts.
 6 Assumed there were no slips when initially constructed.
 7 Based on note 5 it is estimated that this "total number of slips" would be reduced by approximately 10% to 5,215 when deleting end ties and inside ties as slips in order to compare to the 1999, 2008 and proposed numbers.



Map March 2007 by Chris Sellers, Los Angeles County Department of Beaches and Harbors
 Modified by NCI (2009) to include Parcel 45.

Figure 1. MDR Parcel Location Map

Table 2. Average Slip Length Summary for MDR Marinas

Parcel No	Marina Name	Reconfiguration &/or Replacement	Total Number of Slips		Average Berth Length (ft)			
			1999	2008	Proposed	2008	Proposed	
7	Tahiti Marina	No	214	214	214	36.1	36.1	
8	The Bay Club Apts & Marina	Proposed	231	231	207	34.6	34.7	
10	Neptune Marina	Proposed	184	184	161	29.3	31.8	
12	Deauville Marina	Completed 2008	430	216	216	31.6	45.4	
13	Villa del Mar Marina	Completed 1989	186	186	186	41.8	41.8	
15	Bar Harbor Marina	Proposed	215	215	225	32.0	29.3	
18	Dolphin Marina	Completed 1999	424	424	424	32.1	32.1	
20	Panay Way Marina	Completed 2006	145	149	149	30.2	30.3	
21	Holiday Harbor Marina	Proposed	183	183	92	25.2	36.4	
28	Mariners Bay	No	369	369	369	33.9	33.9	
30	Del Rey Yacht Club	Completed 1982	287	287	287	39.2	39.2	
41	Catalina Yacht Anchorage	No	148	148	148	26.3	26.3	
42/43	Marina del Rey Hotel	Proposed	349	349	277	31.4	43.6	
44	Pier 44	Proposed	232	232	143	27.0	34.7	
45/47	County	Proposed	332	332	188	27.3	37.0	
53	The Boatyard	No	103	103	103	30.9	30.9	
54	Windward Yacht Center	Completed 1997	53	53	53	44.0	44.0	
111	Marina Harbor Apts. & Anchorage	Completed 2006	248	112	112	30.8	45.5	
112	Marina Harbor Apts. & Anchorage	Completed 2004	315	175	175	29.1	36.5	
125	Marina City Club	Proposed	316	316	273	35.5	39.4	
132	California Yacht Club	Completed 1985	253	253	253	39.4	39.4	
MDR Overall			5,223	4,731	4,255	32.5	33.9	36.4

Table 3. MDR Slip Length Distributions and Wet/Dry Boat Storage

MDR Waterfront Slip Length Distributions

Berth Length	Slip Count		
	1999	2008	Proposed
20' or Less	156	158	75
21'-25'	1,406	1,073	665
26'-30'	1,403	1,183	902
31'-35'	1,011	891	857
36'-40'	624	671	799
41'-45'	230	252	357
46'-50'	197	223	265
51'-55'	59	77	90
56'-60'	98	123	139
61'-65'	21	29	39
66'-70'	4	26	35
71'-75'	2	2	4
76'-80'	6	19	20
81' or Larger	6	4	8
Total	5,223	4,731	4,255

MDR Dry Boat Storage

Parcel No	Dry Storage Count	
	Existing	Proposed
30	52	52
44	111	234
47	27	27
52/GG		349
77	201	0
132	122	122
Mast-up	304	304
Total	817	1,088

MDR Total Wet and Dry Boat Storage

Storage Type	Total Boat Storage	
	Existing	Proposed
Wet Storage	4,731	4,255
Dry Storage	817	1,088
Total	5,548	5,343

Table 4. Slip Length (in Feet) Distribution Summary for MDR Marinas

Parcel No	Marina Name	Reconfiguration &/or Replacement	50% of Slips Not Exceeding		80% of Slips Not Exceeding		
			1999	2008	1999	2008	Future
7	Tahiti Marina	No	34	34	40	40	40
8	The Bay Club Apts & Marina	Proposed	35	35	40	40	40
10	Neptune Marina	Proposed	28	28	32	32	34
12	Deauville Marina	Completed 2008	30	45	35	50	50
13	Villa del Mar Marina	Completed 1989	40	40	50	50	50
15	Bar Harbor Marina	Proposed	30	30	40	40	35
18	Dolphin Marina	Completed 1999	30	30	40	40	40
20	Panay Way Marina	Completed 2006	30	30	35	35	35
21	Holiday Harbor Marina	Proposed	25	25	30	30	40
28	Mariners Bay	No	33	33	40	40	40
30	Del Rey Yacht Club	Completed 1982	35	35	50	50	50
41	Catalina Yacht Anchorage	No	25	25	35	35	35
42/43	Marina del Rey Hotel	Proposed	30	30	35	35	50
44	Pier 44	Proposed	24	24	34	34	38
45/47	County	Proposed	25	25	30	30	40
53	The Boatyard	No	30	30	35	35	35
54	Windward Yacht Center	Completed 1997	40	40	51	51	51
111	Marina Harbor Apts. & Anchorage	Completed 2006	30	40	35	70	70
112	Marina Harbor Apts. & Anchorage	Completed 2004	25	25	30	60	60
125	Marina City Club	Proposed	35	35	40	40	45
132	California Yacht Club	Completed 1985	40	40	45	45	45
MDR Overall			30	30	40	40	44

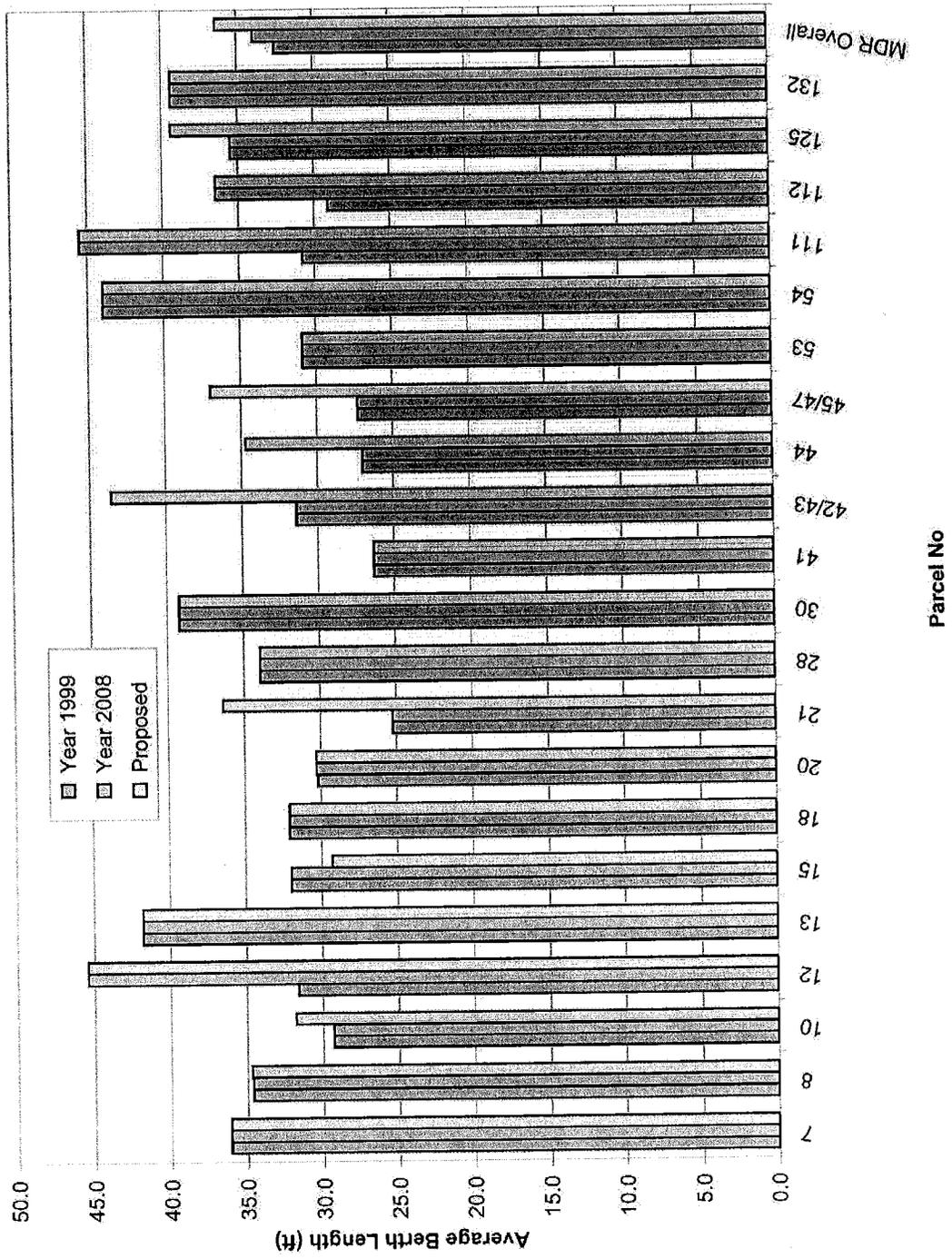


Figure 2. Average Slip Length Summary for MDR Marinas

V COMPARISON OF MARINA DEL REY BOAT BERTH DISTRIBUTIONS TO OTHER MARINAS

In order to gauge how the existing Marina del Rey combined marinas (2008) and the proposed Marina del Rey combined marinas (proposed), when including the currently proposed reconfigurations, compare to other marinas, information on boat berth slip distributions was obtained for 21 other southern and northern California marinas, as well as for 2 Honolulu marinas. Table 5 (two pages) lists 15 other southern California marinas, 6 other northern California marinas, and 2 other Honolulu marinas. It provides the marinas total number of slips and average slip length for the original constructed marina, with date of construction when known, and for the reconstructed marina, if it was either reconstructed or is proposed for reconstruction, with its date when known. This table illustrates that the Marina del Rey combined marinas for both the existing condition (2008) and the proposed condition (proposed) fall within the middle of the listed other marinas with 12 of the 23 other marinas having a larger average slip length for the proposed reconfigured condition.

Table 5 also shows that when taking the total slips and average slip length for the 13 other marinas which list both before and after (or existing and proposed) reconfiguration that the before slip count of 8,903 with an average slip length of 33.5 feet changes to an after slip count of 8,293 with an average slip length of 38.0 feet. When comparing this to the existing and proposed Marina del Rey numbers Table 6 shows that Marina del Rey's proposed average slip length is 36.4 feet while the 13 other marinas after reconfiguration average slip length is 38.0 feet, a 7.4 percent increase in average slip length for Marina del Rey versus a 13.4 percent increase for the 13 other marinas.

Table 7 presents the berth length distributions for 22 of the other marinas listed in Table 5. There was insufficient data to include the Peter's Landing Marina in Huntington Beach, for evaluating its berth length distribution. For the other 22 marinas only the newest marina configuration was used (either existing when not reconfigured or the reconfigured or currently proposed reconfigured). This table presents berth lengths in five foot increments from 30 feet to 70 feet with the 30 feet increment including all berths of 30 feet or less and the 70 feet increment including all berths more than 70 feet in length. This table clearly shows that both the Marina del Rey existing condition (2008) and proposed condition almost always have a lower distribution, or in some instances equal distribution, for all berth lengths of 41 feet or larger when compared to the average berth length distribution for all of the listed other marinas. The Marina del Rey proposed distribution for berth lengths of 31 feet to 40 feet are about equal to the average distribution, whereas even the Marina del Rey proposed distribution for berth lengths equal to or less than 30 feet in length is still 5 percent above the average distribution (38.5% vs. 33.6%). This table illustrates that even when Marina del Rey incorporates all of the current eight proposed marina reconfigurations that the entire Marina del Rey berth length distribution is less than (smaller berth lengths) the average berth length distribution shown in Table 7.

Appendix B presents the distribution of the individual slip lengths for all of the other marinas listed in Table 7 as compared to the distribution for the Marina del Rey combined marinas for both the existing (2008) condition and the proposed condition. Figure B-1 through Figure B-5 are plots of the cumulative distributions of the individual slip sizes for Marina del Rey versus these other marinas listed in Table 7. As an example Figure B-6 presents a bar graph of the slip length distribution for the Marina del Rey existing (2008) combined marinas versus the Sunroad Marina in San Diego Bay. This bar graph clearly illustrates that Marina del Rey currently has a significantly higher percentage of smaller size slips than the Sunroad Marina.

DRAFT

Table 5. Comparison of Average Slip Length for MDR and Other Marinas

Marinas	Total Slips	Average Slip Length (Feet)
Marina del Rey		
2008	4,731	33.9
Proposed	4,255	36.4
Average of 13 Other Marinas with Reconstructed Slips		
Before	8,903	33.6
After	8,293	38.0
1. Sunroad Marina, San Diego ¹		
1987	527	42.2
2. CYM-Chula Vista, San Diego ²		
1990	354	36.1
3. Cabrillo Isle Marina, San Diego ²		
1976	406	38.0
2005	404	39.4
4. Dana Point Marina, Dana Point		
1969 ³	1,467	33.0
Proposed ¹	1,285	33.4
5. Sunset Aquatic Park, Huntington Beach ³		
Before Reconfiguration	252	30.5
After Reconfiguration	237	32.8
6. Peter's Landing Marina, Huntington Beach ³		
Before Reconfiguration	300	39.0
After Reconfiguration	286	40.5
7. Long Beach Downtown Marinas, Long Beach ²		
Before Reconfiguration	1,769	35.9
After Reconfiguration	1,679	36.7
8. Alamitos Bay Marina, Long Beach ²		
Existing	1,997	31.5
Proposed	1,647	35.8
9. Cabrillo Marina, San Pedro ²		
Mid 1980's	882	35.6
10. Cabrillo Way Marina, San Pedro		
Existing ³	625	34.3
Proposed ²	697	45.6
11. Port Royal, Redondo Beach ²		
1960	336	29.8

Source: ¹ Noble Consultants, Inc. (NCI), Construction Drawings.

² County of Los Angeles, Department of Beaches and Harbors.
(NCI calculated from data received from various marina developers.)

³ Williams-Kuebelbeck & Associates (2004) Study.

⁴ Berthing Study, California Association of Harbor Masters and Port Captains, March 2006, excerpt on San Francisco Marina facilities.

Table 5. Comparison of Average Slip Length for MDR and Other Marinas (Cont.)

Marinas	Total Slips	Average Slip Length (Feet)
Marina del Rey		
2008	4,731	33.9
Proposed	4,255	36.4
Average of 13 Other Marinas with Reconstructed Slips		
Before	8,903	33.6
After	8,293	38.0
12. Anacapa Isle Marina, Oxnard ²		
1974	504	30.2
1987	389	33.4
13. Bahia Marina, Oxnard ²		
1973	70	38.0
2009	82	52.8
14. Peninsula Marina, Oxnard ²		
1970	341	33.7
2009	292	47.3
15. Ventura Isle Marina, Ventura ²		
1973	625	31.5
1992	519	38.8
16. Treasure Isle Marina, San Francisco ²		
1950	105	31.5
2009	403	41.8
17. Ballena Isle Marina, Alameda ²		
1974	442	34.5
2010	373	43.8
18. Pier 39, San Francisco ⁴		
Existing	299	41.4
19. San Francisco Marina, San Francisco ⁴		
Existing	657	30.4
20. South Beach Harbor, San Francisco ⁴		
Existing	757	34.9
21. Martinez Marina, Martinez ²		
1968	340	32.6
22. Ko Olina Marina, Honolulu ²		
2002	336	45.4
23. Iroquois Point, Honolulu ²		
1970	34	32.4

Source: ¹ Noble Consultants, Inc. (NCI), Construction Drawings.

² County of Los Angeles, Department of Beaches and Harbors.
(NCI calculated from data received from various marina developers.)

³ Williams-Kuebelbeck & Associates (2004) Study.

⁴ Berthing Study, California Association of Harbor Masters and Port Captains, March 2006, excerpt on San Francisco Marina facilities.

Table 6. Marina del Rey Slips vs. 13 Other Marina Slips

Marina	Marina del Rey	13 Other Marinas
Before Total Slips	4,731	8,903
After Total Slips	4,255	8,293
Percentage Reduction	-10.1%	-6.9%
Before Average Slip Length	33.9'	33.6'
After Average Slip Length	36.4'	38.0'
Percentage Increase	+7.4%	+13.4%

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Table 7. Berth Length Distributions for MDR and Other Marinas

Marinas		Slip Length											Total	
		≤30'	31'-35'	36'-40'	41'-45'	46'-50'	51'-55'	56'-60'	61'-65'	66'-70'	>70'			
Marina del Rey	2008	51.0%	18.8%	14.2%	5.3%	4.7%	1.6%	2.6%	0.6%	0.5%	0.5%	0.5%	0.5%	100%
Marina del Rey	Proposed	38.6%	20.1%	18.8%	8.4%	6.2%	2.1%	3.3%	0.9%	0.8%	0.8%	0.7%	100%	
Sunroad Marina, San Diego	1987	8.3%	17.5%	24.3%	27.3%	17.3%	3.8%	0.0%	1.5%	0.0%	0.0%	0.0%	100%	
CYM-Chula Vista, San Diego	1990	31.1%	33.9%	12.4%	12.1%	5.1%	4.5%	0.0%	0.6%	0.0%	0.3%	0.3%	100%	
Cabrillo Isle Marina, San Diego	2005	17.6%	42.8%	11.1%	10.9%	10.4%	0.0%	1.2%	0.5%	1.5%	4.0%	100%		
Dana Point Marina, Dana Point	Proposed1	59.6%	15.6%	13.0%	4.1%	1.5%	1.6%	2.6%	1.1%	0.8%	0.3%	100%		
Sunset Aquatic Park, Huntington Beach	After Reconfig.	46.8%	43.9%	3.0%	2.1%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100%		
Long Beach Downtown Marinas, Long Beach	After Reconfig.	33.1%	26.7%	24.2%	9.2%	4.6%	0.0%	2.1%	0.0%	0.0%	0.0%	100%		
Alamitos Bay Marina, Long Beach	Proposed	39.3%	19.1%	23.1%	5.9%	8.3%	0.2%	2.2%	0.0%	0.8%	0.9%	100%		
Cabrillo Marina, San Pedro	Mid 1980's	57.9%	0.0%	31.9%	0.0%	6.5%	0.0%	2.7%	0.0%	0.8%	0.2%	100%		
Cabrillo Way Marina, San Pedro	Proposed	18.8%	13.6%	15.5%	17.5%	11.0%	8.5%	6.3%	0.0%	4.3%	4.4%	100%		
Port Royal, Redondo Beach	1960	81.5%	7.7%	8.0%	0.0%	0.0%	1.5%	0.0%	0.6%	0.3%	0.3%	100%		
Anacapa Isle Marina, Oxnard	1987	52.9%	22.1%	7.7%	7.5%	6.7%	0.0%	3.1%	0.0%	0.0%	0.0%	100%		
Bahia Marina, Oxnard	2009	0.0%	0.0%	19.5%	24.4%	24.4%	1.2%	22.0%	1.2%	1.2%	6.0%	100%		
Peninsula Marina, Oxnard	2009	2.7%	13.4%	21.2%	18.2%	15.8%	12.7%	7.5%	4.5%	2.1%	2.0%	100%		
Ventura Isle Marina, Ventura	1992	30.4%	19.5%	18.1%	12.7%	10.4%	4.0%	3.5%	1.2%	0.2%	0.0%	100%		
Treasure Isle Marina, San Francisco	2009	25.8%	15.6%	15.9%	15.4%	11.7%	0.0%	9.9%	0.0%	5.7%	0.0%	100%		
Ballena Isle Marina, Alameda	2010	0.8%	29.2%	22.8%	0.0%	36.5%	0.0%	8.3%	0.0%	1.3%	1.1%	100%		
Pier 39, San Francisco	Existing	0.7%	0.0%	66.6%	8.0%	21.4%	0.0%	2.3%	0.0%	0.0%	1.0%	100%		
San Francisco Marina, San Francisco	Existing	63.7%	13.7%	11.4%	3.8%	2.6%	0.0%	4.0%	0.0%	0.0%	0.9%	100%		
South Beach Harbor, San Francisco	Existing	32.8%	26.4%	13.2%	13.2%	13.2%	0.0%	0.5%	0.0%	0.3%	0.4%	100%		
Martinez Marina, Martinez	1968	45.1%	34.4%	13.8%	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%		
Ko Olina Marina, Honolulu	2002	20.5%	11.3%	17.0%	9.5%	20.5%	1.8%	8.9%	3.0%	4.5%	3.0%	100%		
Iroquois Point, Honolulu	1970	47.1%	35.3%	17.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%		
Average		33.6%	20.0%	18.5%	9.3%	10.1%	1.8%	3.9%	0.7%	1.0%	1.1%	100%		

VI MARINA DEL REY RECONFIGURED MARINAS AND PROPOSED MARINA RECONFIGURATIONS

Both the Del Rey Yacht Club (Parcel 30) and the California Yacht Club (Parcel 132) were reconfigured with additional rows of boat berth slips added into the main channel prior to 1999 as shown in Table 1. Also the Villa del Mar Marina (Parcel 13), the Dolphin Marina (Parcel 18) and the Windward Yacht Center (Parcel 54) were reconfigured either prior to or by 1999. The following four marinas were reconfigured after the year 1999:

- Parcel 12: Deauville Marina (completed 2008)
- Parcel 20: Panay Way Marina (completed 2006)
- Parcel 111: Marina Harbor Apts. & Anchorage (completed 2006)
- Parcel 112: Marina Harbor Apts. & Anchorage (completed 2004)

Figure C-1 in Appendix C presents the distribution of the individual slip lengths for these four marinas for both before their reconfiguration (1999) and after their reconfiguration (2008) as compared to the distribution for the Marina del Rey combined marinas for the existing (2008) condition. Figure C-2 through Figure C-5 present the slip size distribution for Parcels 12, 20, 111 and 112, respectively in bar graph format for 1999 (prior to reconfiguration) versus 2008 (after reconfiguration).

The current Marina del Rey marinas proposed for reconfiguration consist of the following eight marinas (see Table 1):

- Parcel 8: The Bay Club Apts. & Marina (231 slips to 207 slips)
- Parcel 10: Neptune Marina (184 slips to 161 slips)
- Parcel 15: Bar Harbor Marina (215 slips to 225 slips)
- Parcel 21: Holiday Harbor Marina (183 slips to 92 slips)
- Parcel 42/43: Marina del Rey Hotel (349 slips to 277 slips)
- Parcel 44: Pier 44 (232 slips to 143 slips)
- Parcel 45/47: Burton Chace Park (332 slips to 188 slips)
- Parcel 125: Marina City Club (316 slips to 273 slips)

Of the above eight proposed marina reconfigurations Parcel 15 has already received final approval while the other seven are in various stages of the approval process.

Figure C-6 and Figure C-7 present the distribution of the individual slip lengths for the current eight proposed marina reconfigurations for both their existing (2008) configuration and their proposed reconfiguration as compared to the distribution for the Marina del Rey combined marinas for the existing (2008) condition. Figure C-8 through Figure C-15 present the slip size distribution for these eight marinas, respectively in bar graph format for 2008 (existing configuration) versus proposed (proposed reconfiguration).

Table 8 presents the berth length distributions for the 7 reconfigured marinas since 1989 and the proposed 8 marinas to be reconfigured as shown in Table 1. The Del Rey Yacht Club (Parcel 30) and the California Yacht Club (Parcel 132) were not included since both of these facilities received permission to add additional slips into the main channel versus being reconfigured, and these additional slips were added prior to 1989. Table 8 presents berth lengths in five foot increments from 30 feet to 70 feet with the 30 feet increment including all berths of 30 feet or less and the 70 feet increment including all berths of more than 70 feet in length. This table also includes the berth length distributions for all of the listed 15 reconfigured and proposed reconfigured marinas when combined (Averaged-bottom row of table) as well as for all of the marinas listed in Table 1 for Marina del Rey for both the existing condition (2008) and the proposed reconfigured condition (Proposed) (top 2 rows of table). It shows that the averaged berth length distribution for the listed 15 reconfigured and proposed reconfigured marinas is almost the same as for the proposed condition for all of the Marina del Rey marinas.

Table 8. Berth Length Distributions for Reconfigured and Proposed Reconfigured MDR Marinas

Parcel No	Marina Name	Reconfiguration &/or Replacement	Slip Length											Total
			≤30'	31'-35'	36'-40'	41'-45'	46'-50'	51'-55'	56'-60'	61'-65'	66'-70'	>70'		
Overall	Marina del Rey	2008	51.0%	18.8%	14.2%	5.3%	4.7%	1.6%	2.6%	0.6%	0.5%	0.5%	100%	
Overall	Marina del Rey	Proposed	38.5%	20.2%	18.8%	8.4%	6.2%	2.1%	3.3%	0.9%	0.8%	0.7%	100%	
8	Bay Club Apts & Marina	Proposed	29.5%	40.6%	18.8%	7.2%	3.4%	0.0%	0.5%	0.0%	0.0%	0.0%	100%	
10	Neptune Marina	Proposed	58.4%	28.0%	13.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
12	Deauville Marina	Completed 2008	0.0%	13.9%	24.5%	26.9%	20.4%	8.3%	3.2%	0.0%	2.8%	0.0%	100%	
13	Villa del Mar Marina	Completed 1989	0.0%	17.7%	39.2%	19.4%	19.4%	0.0%	0.0%	4.3%	0.0%	0.0%	100%	
15	Bar Harbor Marina	Proposed	68.4%	26.7%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
18	Dolphin Marina	Completed 1999	62.7%	9.7%	9.2%	6.1%	4.2%	2.6%	5.2%	0.2%	0.0%	0.0%	100%	
20	Panay Way Marina	Completed 2006	71.8%	15.4%	1.3%	11.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
21	Holiday Harbor Marina	Proposed	28.3%	30.4%	22.8%	8.7%	9.8%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
42/43	Marina del Rey Hotel	Proposed	0.7%	29.2%	19.5%	23.8%	14.4%	1.4%	3.6%	3.6%	0.0%	0.0%	100%	
44	Pier 44	Proposed	47.6%	14.7%	27.3%	0.0%	7.7%	0.0%	1.4%	0.0%	0.0%	1.4%	100%	
45/47	Burton Chace Park	Proposed	38.5%	2.1%	51.6%	10.1%	0.5%	0.0%	0.0%	0.5%	0.0%	1.6%	100%	
54	Windward Yacht Center	Completed 1997	7.5%	0.0%	43.4%	13.2%	9.4%	18.9%	7.5%	0.0%	0.0%	0.0%	100%	
111	Marina Harbor Anchorage	Completed 2006	42.9%	0.9%	15.2%	0.0%	7.1%	0.0%	10.7%	0.0%	13.4%	9.8%	100%	
112	Marina Harbor Anchorage	Completed 2004	58.3%	6.3%	12.6%	0.0%	0.0%	0.0%	12.0%	5.7%	1.7%	3.4%	100%	
125	Marina City Club	Proposed	30.8%	22.0%	14.7%	12.8%	6.6%	7.3%	4.4%	0.0%	0.0%	1.5%	100%	
Averaged for Reconfigured and Proposed Reconfigured			37.5%	18.1%	19.2%	10.0%	6.8%	2.2%	3.2%	1.0%	1.2%	0.9%	100%	

VII BOAT BERTH SLIP DEMAND

Marina del Rey marina slip vacancy rates were analyzed from data provided by the Los Angeles County Department of Beaches and Harbors (DBH) for those months and years in which we had a complete data set consisting of both slip vacancy count and total available number of slips, both for each slip length category. Then if necessary this data was adjusted to account for the redevelopment of marina parcels during the month in question. Sufficient data was provided to evaluate slip vacancy rates for the years 2003 through 2008. However since each year was based on a different number of months of the required data, each year is plotted as a single vacancy rate based on the average of the available months for each year. Figure 3 presents the results of the analyzed vacancy rates from 2003 through 2008 for the following four slip length categories:

- 18 feet to 25 feet
- 26 feet to 35 feet
- 36 feet to 50 feet
- Over 50 feet

This figure shows that boat slip lengths in the 36 feet to 50 feet and in the over 50 feet categories have the lowest vacancy rates which are in the one-half to two percent vacancy rate range, while slip lengths of 18 feet to 25 feet have the highest vacancy rates which are in the four to eight percent range, and slip lengths of 26 feet to 35 feet are in the two to four percent vacancy rate range. In addition, other reports such as the Williams-Kuebelbeck (2004) report, "Marina del Rey-Boat Slip Sizing and Pricing Study Update" have reported that based on interviews with southern California marina owners and managers the major portion of vacancies are in the smaller slip sizes of under 30 feet in length, and that when analyzing slip vacancy rates for Marina del Rey from 2001 through 2003 the majority of vacancies were in slip lengths of 35 feet and under as market trends had indicated in prior analysis, and which is supported in Figure 3.

The reduction of boat berth slip lengths of 30 feet and less during the replacement and reconfiguration of marinas within Marina del Rey is being offset with the proposed increase from 817 to 1088 in dry boat storage spaces as shown in Table 3. In addition, there is a portion of these smaller boats that are now being stored on trailers offsite of Marina del Rey that will be launched from boat launch ramp facilities when used.

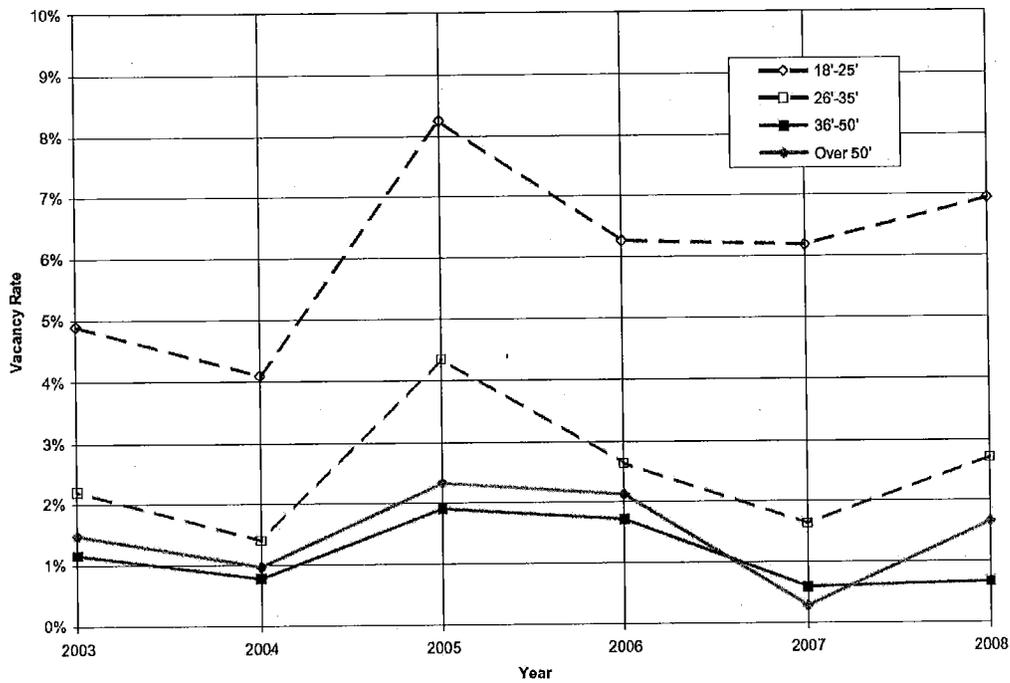


Figure 3. Marina del Rey Slip Vacancy Rates

Also, the national boat registration, which includes documented U.S. Coast Guard vessels, was available from the “2007 Recreational Boating Statistical Abstract” published by the National Marine Manufacturers Association for vessel length categories for the years 1996 through 2007.

Table 9 presents these vessel registrations for the following vessel length categories:

- Under 16 feet
- 16 feet to less than 26 feet
- 26 feet to less than 40 feet
- 40 feet and larger

In Table 10 we used 1996 as the base year and then calculated the percentage change for each year and vessel length category as compared to the 1996 base year. Review of the percentage changes in vessel registration for the year 2007 illustrates that the largest percentage changes occurred for vessels of 26 feet to less than 40 feet and for 40 feet and larger. Even though the vessel length category did not sub-divide the 26 feet to less than 40 feet and the 40 feet and larger categories, review of this table would suggest that the larger size vessels have the higher percentage increase in vessel registrations.

Table 9. Boat Registration Number Change by Size Categories

Year	Under 16'	16' to less than 26'	26' to less than 40'	40' and larger	Total
2007	5,098,637	6,233,126	555,708	79,156	11,966,627
2006	5,068,951	6,174,973	482,536	75,959	11,802,419
2005	5,221,276	6,221,554	478,869	77,029	11,998,728
2004	5,279,622	6,054,768	469,159	75,234	11,878,783
2003	5,376,481	6,004,243	458,356	69,081	11,908,161
2002	5,440,271	5,910,367	500,388	67,662	11,918,688
2001	5,708,068	5,868,223	446,186	67,516	12,089,993
2000	5,447,271	5,679,180	428,083	64,235	11,618,769
1999	5,636,128	5,678,516	418,018	58,407	11,791,069
1998	5,665,230	5,514,957	401,086	56,139	11,637,412
1997	5,767,114	5,380,784	388,471	54,794	11,591,163
1996	5,073,753	5,006,527	317,082	47,039	10,444,401

Table 10. Boat Registration Number Change by Size Categories

Year	Under 16'	16' to less than 26'	26' to less than 40'	40' and larger	Total
2007	0.5%	24.5%	75.3%	68.3%	14.6%
2006	-0.1%	23.3%	52.2%	61.5%	13.0%
2005	2.9%	24.3%	51.0%	63.8%	14.9%
2004	4.1%	20.9%	48.0%	59.9%	13.7%
2003	6.0%	19.9%	44.6%	46.9%	14.0%
2002	7.2%	18.1%	57.8%	43.8%	14.1%
2001	12.5%	17.2%	40.7%	43.5%	15.8%
2000	7.4%	13.4%	35.0%	36.6%	11.2%
1999	11.1%	13.4%	31.8%	24.2%	12.9%
1998	11.7%	10.2%	26.5%	19.3%	11.4%
1997	13.7%	7.5%	22.5%	16.5%	11.0%
1996	0.0%	0.0%	0.0%	0.0%	0.0%

VIII CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS' MARINA DESIGN GUIDELINES

The first marina dock guidelines published by the California Department of Boating and Waterways (DBAW) that presented dimensional layout criteria for floating dock marinas was the January 1980 "Layout and Design Guidelines for Small Craft Berthing Facilities". DBAW republished this guideline over the years without including a new date. Then in July 2005 DBAW completely replaced this guideline with the currently available guidelines which is posted on their website and is titled, "Layout and Design Guidelines for Marina Berthing Facilities". Figure 4 plots the DBAW clear width criteria based on single berth slips for berth lengths from 20 feet to 80 feet, for both the 1980 and 2005 guidelines, and for both power boats and sail boats. This figure indicates that there has been no change in the DBAW criteria from 1980 to 2005 since the minor differences in the figure are simply numerical rounding differences in the equations now used in the 2005 guidelines.

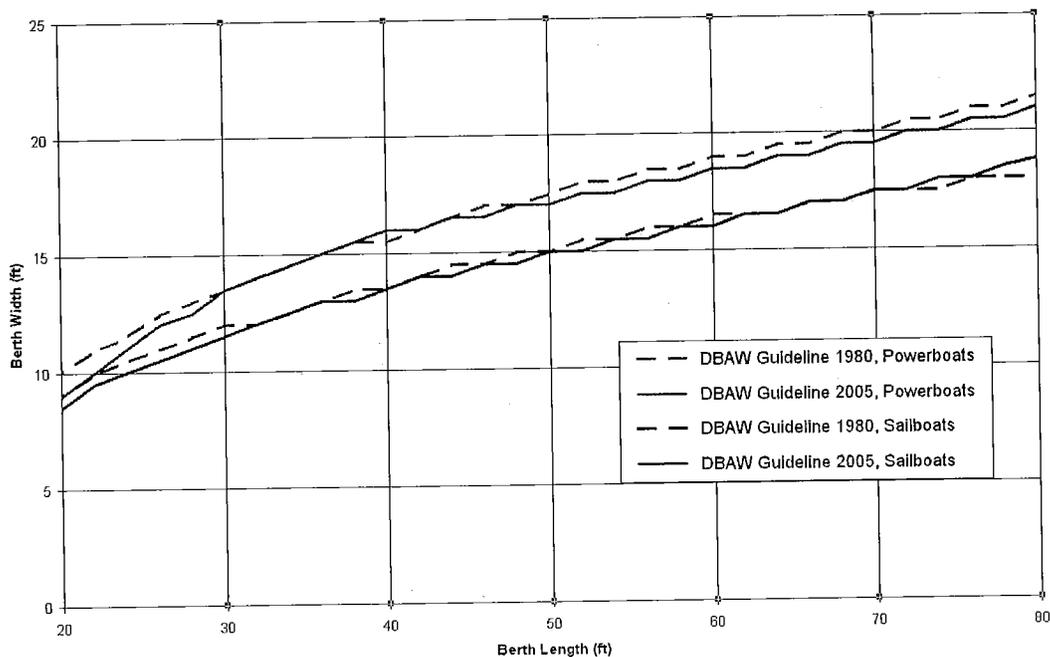


Figure 4. DBAW Slip Clear Width Guidelines Based on Single Berths

Table 11 tabulates other dock dimensional criteria for the 1980 and 2005 DBAW guidelines. This table presents the minimum finger dock width criteria and the fairway width criteria for boat maneuvering during berthing between adjacent dock headwalks containing boat berths. Again, this table shows no change between the two guidelines other than the 2005 guidelines increases the minimum width criteria for the longer finger

docks specified in the 2005 guidelines, and the 2005 guidelines also now includes criteria pertaining to ADAAG 15.2 and ADA-ABA 1003 "Accessible Boating Facilities".

Table 11. DBAW Guidelines for Dock Fingerfloat Widths and Fairway Widths

Marina Dock Fingerfloat Widths

DBAW Guidelines 1980		DBAW Guidelines 2005	
Length	Min. Width	Length	Min. Width
Up to 20'	2.5'	Below 20'	2.5'
21'-35'	3.0'	20' - 35'	3.0'
36'-60'	4.0'	36' - 59'	4.0'
61' & up	5.0'	60' - 79'	5.0'
		80' & Over	6.0'
		120' & Over	8.0'
		Accessible Fingerfloats	5.0'

Marina Fairway Widths

DBAW Guidelines 1980		DBAW Guidelines 2005	
w/o Side Ties	w/ Side Ties	w/o Side Ties	w/ Side Ties
$1.75 L_b$	$1.50L_{bb}$	$1.75 L_b$	$1.50L_{bb}$

L_b = length of longest berth perpendicular to the fairway

L_{bb} = length of longest boat side-tied parallel to the fairway

Prior to the DBAW January 1980 guidelines numerous other marina and small craft harbor technical references were available that contained various recommendations. Several of these references have been included in the reference section of this report. In the review of marinas dating back to the late 1950s and early 1960s the marina dock layout criteria varied depending on the site conditions, local market, developer and engineer. In numerous cases the criteria was less than that presented by DBAW while in other cases the criteria was similar to that presented by DBAW.

Detailed data was obtained from both the Marina del Rey dock masters and the Department of Beaches and Harbors pertaining to the existing slip clear widths versus slip lengths for single berthed and double berthed boats, for many of the Marina del Rey marinas. This data for the single berthed boats was plotted and is presented in Figure 5 and Figure 6. Figure 5 presents those marina parcels and the Sunroad Marina in San Diego that generally but not always meets the DBAW criteria for power boats, while Figure 6 presents those marina parcels that generally are between the DBAW power and sail boat criteria, but in many cases are even under the sail boat criteria.

Review of Figure 6 shows that the marinas not meeting the DBAW slip clear width criteria for power boats, and in many cases not even for sail boats, were for marinas constructed in the 1960s/1970s that have not been reconstructed. Parcel 18 (Dolphin Marina) and Parcel 20 (Panway Marina) were only reconstructed in 1999 and 2006 without being reconfigured, and Parcel 132 (California Yacht Club) only included the added slips in 1985 within the main channel. Figure 5 shows that two of the marinas constructed in the 1960s generally meet the DBAW power boat criteria, but not always. These two figures illustrate that many of the existing marina boat berth slips currently do not meet 50 percent of the power boat and 50 percent of the sail boat slip clear width criteria. Therefore, when upcoming marinas are reconfigured in order to meet this criteria it will result in the loss of some slips even before increasing the average length of the slip.

Figure 7 presents the available number of boat berths per acre of available water area per average berth slip length when meeting the DBAW criteria for slip clear width, fairway width, finger dock width and main walkway width. This is based on meeting 50 percent power boat slips clear width criteria and 50 percent sail boat slip clear width criteria. When utilizing this curve for the existing average berth length of 33.9 feet for Marina del Rey (see Table 2 for 2008) and comparing it to the proposed average berth length of 36.4 feet for Marina del Rey it shows that there would be a reduction from 40 berths per acre to 34 berths per acre, or a 15 percent reduction in boat berths. Table 2 shows a reduction in total number of slips from 4,731 to 4,255, which is a 10 percent reduction in boat berths. Therefore, a reduction in the total number of slips is necessary in order to increase the average slip length and to meet the DBAW marina berthing guidelines.

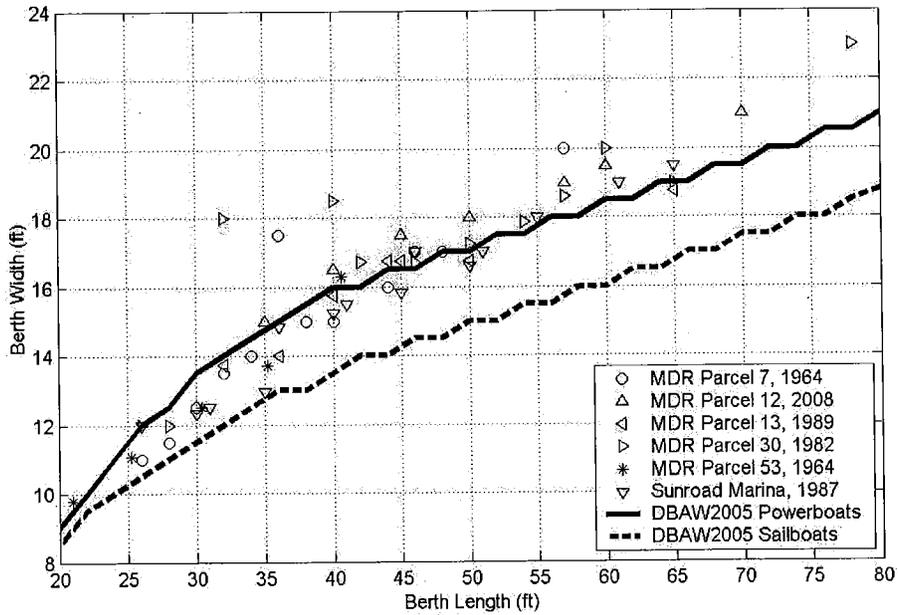


Figure 5. Slip Widths for MDR Parcels Similar to DBAW Powerboat Criteria

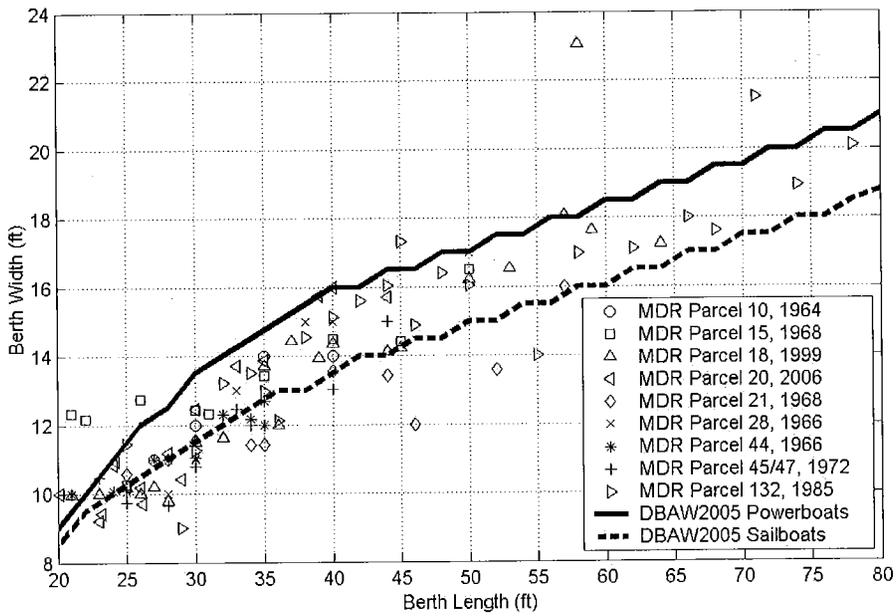


Figure 6. Slip Widths for MDR Parcels Narrower than DBAW Powerboat Criteria

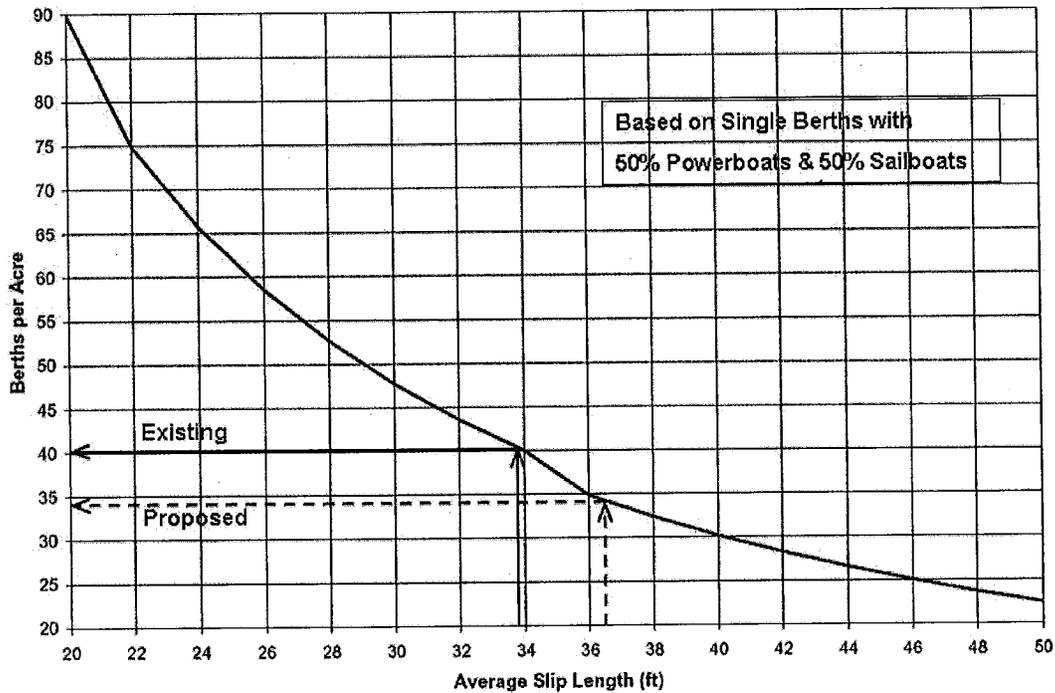


Figure 7. Boat Berths per Acre vs. Slip Length

IX BOAT INDUSTRY VESSEL LENGTH VERSUS BEAM

Numerous boating manufacturers references were reviewed for both power and sail boats from 1960 through 2008 in order to obtain data on vessel length versus vessel beam. References included various past boating magazines, journals and publications, boating data within Noble Consultants files, and numerous internet searches. This data has been plotted in Figure 8 and in Figure 9, and includes a best fit curve line for the 1960's data, the 1983 data and the 2000's data in Figure 8 for power boats, and includes a best fit curve line for the 1960's data and 2000's data in Figure 9 for sail boats. Figure 8 shows that the beam width for vessels steadily increases, on average, for power boats of 48 feet and longer when comparing today's vessel with the 1960's vessel, and for power boats of 40 feet and longer when comparing today's vessel with the 1983's vessel. This average beam width increase is almost four feet for an 80 feet long vessel and is a one foot increase for a 55 feet long vessel when comparing today's vessel with the 1960's vessel. When comparing sail boats, Figure 9 shows an average beam width increase of one to two feet for all vessel lengths shown (25 feet to 65 feet).

These two figures clearly show that boat beams have increased by an average of about two feet for sail boats berthed at Marina del Rey and up to four feet for power boats since

the 1960's. Therefore, all presently proposed and future proposed reconfigured Marina del Rey marinas should conform to the DBAW slip clear width guidelines for both power boats and sail boats. This will result in a reduction of the total number of slips for the reconfigured slips for marinas not currently meeting the DBAW criteria.

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